projected cost of the entire CoE is about $ 4.5 million (US) of which CDFD and the State Government of Andhra Pradesh (together known as CDFD consortium) is expected to bear $1.3 million (US) and the rest of the cost is to be provided by SUN-Microsystem as a grant from its Global Education Research Fund.

(c) The benefits of such a Centre in Medical Bioinformatics would include: disease forecasting and epidemiology, diagnostics in healthcare, national database of genetic disorders, providing services to the scientists in the country, creation of trained manpower.

(d) The establishment of the CoE is expected to be completed in January, 2005.

Privatisation of JNPT

2525. SHRI TARIQ ANWAR: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that trade unions have protested for privatising for profit making PSU- Jawaharlal Nehru Port Trust, Mumbai;

(b) if so, the details thereof; and

(c) the total turnout of this PSU?

THE MINISTER OF SHIPPING (SHRI T.R. BAALU): (a) and (b) Considering the dwindling traffic in bulk commodities and the potential for increased container traffic at Jawaharlal Nehru Port, a decision was taken to redevelop the existing Bulk Terminal in the port into a container terminal on Build, Operate and Transfer (BOT) basis. There were protests by trade unions against the plan to develop the container terminal on BOT basis. On 21.1.2002, the employees working in the Port Trust held a demonstration, protesting against the development of the terminal on BOT basis. In a joint letter dated 21.1.2002 addressed to Chairman, Jawaharlal Nehru Port Trust (JNPT), three unions, namely, Nhave Sheva Bunder Kamgar Sanghathana (Antargat), Nhava Sheva Port & General Workers Union, and Transport and Dock Workers Union, while expressing apprehension about the future of the employees, their job security and service conditions and opposing the redevelopment of the bulk terminal on BOT basis, put forth various demands.

Meetings were held with the unions and meetings were also arranged for the unions with functionaries at various levels in the Government of India.

Pursuant to developments arising from the service of a strike notice by the unions operating in JNPT on this matter, Government of India treated it as an industrial dispute between the employers in relation to the management of JNPT and their workmen and referred the said dispute for adjudication to the Central Government Industrial Tribunal (CGIT)-cum-Labour Court, Mumbai No. 2 on the 1st November, 2002. The matter is pending before the CGIT-II, Mumbai. However, the unions operating in JNPT held a protest demonstration in the matter on 14th July, 2004 also.

In the meantime, global tenders were invited for the project and after going through the bidding process, the Board of Trustees of JNPT approved the proposal to award the contract for the project on BOT basis for a period of 30 years to Maersk A/S-CONCOR Consortium who were the highest bidders. The Government communicated its approval to the proposal to JNPT on 23.6.2004. License Agreement between JNPT and M/s Gateway Terminals India Pvt. Ltd., a company formed by the consortium has been signed on 10th August, 2004. Adequate safeguards are built-in in the License Agreement to protect the interests of port labour that has been identified as surplus as a consequence of the license.

(c) During 2003-04, JNPT handled 31.18 million tonnes traffic. Its financial turnover for the year 2003-04 is as follows:—

(Rs. in crores)

(i) Operating Income	579.61
(ii) Operating Expenditure	234.06
(iii) Operating Surplus	345.56
(iv) Finance & Miscellaneous Income	68.17
(v) Finance & Miscellaneous Expenditure	210.35
(vi) Net Surplus	203.37